

MONDAY MORNING, NOV. 21, 1881.

A COASTER'S VIEWS.

An article appears in the last issue of the *Corsair*, *Gatetown*, understood to have been written by Capt. Winant, of the coasting schooner "R. B. Handy," on the Columbia bar, in which the questions of pilage and to wage are incidentally discussed. Capt. Winant says that he arrived on the bar on the 12th inst., and found that vessel had been having difficulty in getting in and out, there being a large fleet in the river waiting to get out and a number of tugs outside waiting to get in. The "Loch Fergus," he says, came in company with the "Handy" after waiting on the bar eighteen days. She had been spoken several days before by a tug, whose master refused to take her except upon agreement to pay five hundred dollars for towage in and out or three hundred dollars for towage in alone. This, Capt. Winant very truly argues, impresses strangers that the place is very dangerous or that towage rates are exorbitant. He considers that the interests of the state and of Portland particularly demand that tugs be maintained under subsidy to do towing at nominal rates and suggests that it is the duty and opportunity of Portland to pay the subsidy. Capt. Winant thinks that Portland is contending against serious odds to maintain her commercial supremacy, and points to Astoria at the mouth of the river, Puget Sound at the north and Yaquina bay at the south as important and dangerous rivals. Vessels coming to the Columbia river, he says, labor under peculiar difficulties. If they keep shore a safe distance they can neither get pilot or tug, and are blamed for delay. If they approach too near and go ashore, they are blamed for bad judgment or carelessness. Besides those disadvantages, says Capt. Winant, he said that there is a rivalry between the pilots of the tugs and the pilot boat, and that they try and avoid towing the ships that have taken pilot from the schooner. I do not state this as a fact but only as common talk, but if it should be true it is unfortunate and should be remedied at once. The pilot boat is a necessity. The tugs do not, and will not come out far enough to be of service to a vessel in bad weather, and that a vessel employing them should suffer any inconvenience thereby, would be a great wrong."

One remark made by Capt. Winant was altogether unnecessary. He says he did not send his letter to a Portland paper because he supposed no Portland paper would like to publish it. But he has read *The Oregonian* in vain or he had situated where he could not see it, else he would be aware that it never declines to publish anything on the ground that it might "hurt Portland." Such narrow policy may do for journals which are advocates of special localities and interests, but it will not do for a true newspaper. Portland cannot be injured by anything that may be said or printed concerning her position. On the contrary, the widest discussion of the condition of the river and her will be of advantage not only to Portland but to the vast majority which uses the Columbia river as its principal channel of commerce. Besides, this paper exists to give matters of interest, including intelligent opinions, proper publicity, not to suppose them. Whether the facts or opinions make way or another is none of its business, or only very rarely so. Its business is to print, and if it doesn't subordinate this to the fancied interests of any person, place or thing,

USES OF THE SIGNAL SERVICE.

The signal service on the Pacific coast is a small one. Its system, which is the product of years of experience in the hands of men trained in long familiarity and close study of those conditions, is admirably adapted to the Atlantic states, but applied to the altogether different meteorology of the Pacific coast, and directed from a distance of four thousand miles, falls off all its more important purposes. People who have only observed its operations here can have but a poor idea of its value, where the service and the masters of which its ideals are mutually adapted. Signals along the eastern shore are forwarded with certain accuracy from twenty to half a dozen miles, and signal stations at distant points give warning to vessels of coast by a simple system of flags. The course and movement of storms, great and small, as they move through the country, are perfectly reported, and the progress, and even the daily local "fair or foul" is told in advance through the signal office, the necessity for reports which shall forestall the changes likely to happen and make it possible to give warning of sudden and great rises of river water levels. Daily reports will also be useful in times of low water, the information given permitting supplies to be moved with intelligent knowledge of probable depths of water to be found in different river channels. Writing of this new branch of the service Gen. Hasson says:

"The harbors which have attracted at this time the notice of the public are the ones in which the probable heights anticipated by preparations to raise the water level have been followed by actual rise. The shorter time by rail gives an immediate advantage."

Gen. Miles, commanding the department of the Columbia, proposes an expedition to Alaska, to examine the physical features of the territory and ascertain its resources. In connection with these studies the places at which precipitation has occurred, and the amount of such precipitation had, with a study of the character of the soil, been found to be determinants what rivers will be affected by the same. A full account of these observations, with a study of the river beds, and the river sites occur in a report recently issued by the General Board of Engineers. The conclusions reached are as follows: "The conditions existing in the country for the time being, and the results of the studies made in connection with these observations, afford a basis for a river course without notice to the localities concerned, and the results of the observations, carefully made and closely studied are available for the preparation of similar observations, made daily, in the case of similar rivers, stations. These observations, containing the results of the researches, will be of great value in the preparation of maps, in which, due to the frequently changing nature of the streams, the danger is not anticipated, unless the reports are kept up to date. Whatever facilities the signal service affords to the protection of life and property, and the safety of navigation, will be of great value to the government, and will be of great value to the people of the country. The strength of the state to watch and strengthen its construction."

Gen. Hasson has also taken favorable notice of requests recently made that California, Oregon and Washington be constituted a separate district with a service adapted to its special phenomena and under the direction of a general officer at San Francisco. When this is done as it probably will be, we shall have some advantage from the service."

An AMUSING PAPER. Mr. E. O. Norton is printing a rather amusing paper, which he calls the *Oregon Videlicet Anti-Monopolist*. It appears to be the special mission of the G. V. & A. M. to be unhappy over the construction of railroads in Oregon. It seems to sight for the days of the slave-tailed mule and the pack-trail, when transportation was a very simple science, when every man who could learn the mysteries of the "diamond hitch" could be his own master of transportation, and when as yet the railroad monopolist was not. In those days, too, there was something delightful in the sensation of a hair rope snapping through the hands, and of blinching a hocking cawso with a gunny sack while you packed your camp outfit on his back. Of the days before monopoly came, we may say with the poet of the *Deserted Village*, "These were the charms, but all thy charms

NEW TO-DAY.

NEW MARKET THEATER.

E. W. STECHMAN, LESSEE AND MANAGER

RETIRES FROM

ALICE DUNNING LINGARD!

RE-ENGAGEMENT.

SIX GRAND PERFORMANCES!

Commencing Wednesday Evening,

November 21.

ALIXE! ALIXE!

THURSDAY AFTERNOON,

GRANDE THANKSGIVING MATINEE!

FRIDAY EVENING,

BENEFIT OF MISS LINGARD.

SATURDAY AFTERNOON,

MISCELLANEOUS.

ADMISSION: Dress Circle and Parquette \$1; gallery,

Meat, \$1; Box Seats, \$1.

FOR RENT,

COMFORTABLE APARTMENTS, WITH

A PRIVATE FAMILY, WITH ONE BLOCK OF

THEATRE TICKETS.

FOR SALE,

A GENUINE BUSINESS, IN THE TRADE,

OF THE MANUFACTURE OF SWEETMEATS,

AND OTHERS.

FOR RENT,

A NICELY FURNISHED ROOM, PHILADELPHIA,

A LADY, AND CHILDREN, WITH ONE BLOCK OF

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